AUTOMOBILES.

FIRST TIME A HOME BRED HAS WON CHAMPIONSHIP.

Frederick A. Martin of Ekwanok Beats Percy Jennings in Final by 2 Up and 1 to Play-Loser Makes Record Round-Low Scores in Club Play.

MANCHESTER, Vr., Aug. 7.—Frederick A. Martin of the Ekwa nok Country Club de-feated Percy Jennings of the Mount Anthony feated Percy Jennings of the Mount Anthony Country Club on the Mount Anthony links at Bennington to-day in the final thirty-six hole contest for the Vermont State cham-plenship by 2 up and 1 to play.

In the morning the Ewk anok golfer gained an advantage of three holes when he gained an advantage of three noises when he captured the gross score medal in the handicap with an 80. This proved to be fortunate for him, as it was in the afternoon that the best golf ever seen on the Mount Anthony links was brought out by Jennings,

Dr. E. H. Pool led a field of forty-odd starters in the ball sweepstakes at the Apawamis club yesterday with a card of \$1, 23-68. In the final found for the president's cup Dr. A. S. Voeburgh defeated Maturin Ballou by 1 up, while the contest for the governors' trophy between W. R. Thurston and J. A. Peck resulted in a tie. The best scores in the sweep were as follows:

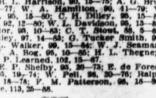
Dr. E. H. Pool, 91, 23-6s. W. H. Wallace, Jr., 83, 13-70, J. D. Foot, 80, 5-75; B. C. Fuller, 83, 7-76; W. A. Pratt, 87, 11-76; F. E. Lally, 90, 13-77.

W. A. Pratt. 87, 11—76; F. E. Lally, 90, 13—77.

BAR-HARBOR, Me., Aug. 7.—J. L. Ketterlinus of Philadelphia won the weekly golf match at the Kebo Valley Club yesterday, with Clifford Bridgham of Boston second. It took the form of a stroke competition, with twenty-nine entries, the largest since the apening tournament. The scores were: J. L. Ketterlinus, Philadelphia, 79; Clifford Bridgham, Boston, 81; Dr. J. Austin Purfey, Boston, 82; A. C. Weilman, New York, 83; Archibaid Hartison, Philadelphia, 84; Charles Davis, Jr. New York, 84; Dr. W. H. Cushman, New York, M. H. R. Sedgwick, New York, 85; Oliver J. Wells, New York, 86; J. F. Blatt, New York, 87; Myles Standish, Boston, 87; R. Grant, New York, 88; Standish, Boston, 87; R. Grant, New York, 89; Jedyard Stevens, New York, 90; Ledyard Stevens, New York, 92; Jerome N. Bonaparte, Washington, 102.

GLEN RIDGE, N. J., Aug. 7.—Harry D. Smith, a member of the Glen Ridge Golf Club, made the nine holes over the links here this afternoon in 35, thereby tying the record made by Alex Cunningham, the professional, one year ago. There was also an eighteen hole handicap in Classes A and B. W. D. Gould winning in Class A and H. G. McLane in Class B. The soores: Class A—W. D. Gould, 21, 16—75; H. D. Smith.

MONTCLAIR, N. J., Aug. 7.—The second qualifying round for the president's cup was played on the links of the Upper Montclair Country Club this afternoon, a large number taking part. Some of the scores



match and medal play kept the if and Country Club members busy by. In the first round for the August and Breeze beat G. V. Haggerty and 2 to play; O. W. Jackson beat rosselmire 1 up (19 holes); John J. eat E. G. Frazer 3 up and 2 to play; one, Jr., beat W. R. Hess 1 up. The handleap resulted in R. G. Macshowing the way with a 74 net. lelehanty won the Class A sweepwith 94, 17—75. The scores in the regular ps were.

VERMONT GOLFER WINS TITLE 108. 20 - 54 J. Control 110. 20 - 65 T. Lemano. J. AMONG THE AUTOMOBILISTS

Unusual midsummer golf prevailed at the Fox Hills Golf Club yesterday. Besides the regular Saturday handleaps there was ac qualifying round for the Manhattan up. The results were as follows: the qualifying round for the Manhattan cup. The results were as follows:

Manhattan cup:
E. M. Posey, 96, 27—69; C. Jeost, Jr., 84, 14—70; Gilbert Adams, 60, 18—71; E. A. Preeman, 70, 6—73; W. M. Ostrander, 98, 20—72; C. H. Pope, 84, 10—74; W. S. Kimbali, 84, 14—74; W. V. VanLoan, 82, 7—75; H. R. Anderson, 93, 18—75; Charles Presbrey, 32, 1—75; H. C. Hardy, 88, 10—75; J. W. McMenamy, 82, 6—76; G. E. Armstrong, 64, 8—76; W. P. Haskeil, 91, 18—78; J. R. Dewitt, 98, 17—78.

Class A—C. Joost, Jr., 84, 14—70; John Doc. 81, 6—73; W. S. Kimbali, 85, 14—74; C. H. Pope, 84, 10—74; Charles Presbrey, 82, 7—75; H. C. Hardy, 88, 10—78; W. P. Haskeil, 91, 18—78; J. R. Percival, 90, 14—76; J. W. P. Haskeil, 91, 18—78; J. R. Percival, 90, 14—76; J. W. P. Haskeil, 91, 18—78; J. R. Percival, 90, 10—86; H. J. Gec, 84, 8—80; B.—76; W. E. Helm, 90, 10—86; H. J. Gec, 84, 8—80; Gilbert Adams, 69, 18—71; W. M. Ostrander, 82, 8—72; W. J. Fleming, 100, 30—74; P. P. Helliy, 90, 30—75; J. R. Dewitt, 98, 17—76; Nate Harrison, 101, 22—78; J. S. Primrose, 100, 30—79; P. T. Grandeir, 102, 33—79.

The final of the Col. Hugh O'Donoghue cup between William C. Freeman and Howard J. Gee was won on the eighteenth green by William C. Freeman, 1 up.

Anthony links was brought out by Jennings, who broke the record of the course by two strokes with a 75.

The Ekwanok man, however, hit uppearly as fast a pace and equalling the old record of 77 was enabled to win on the seventeenth green. He prevented his opponent from squaring the match by a brilliant recovery from the rough on the fourteenth and by holing a twenty yard putt on the next. This is the first time that the title has been won by a bona fide Vermont golfer.

GLEN COVE, N. Y.. Aug. 7.—At the Nassau (lub to-day there were many visitors but few players. The two ball sweepstakes was won by G. E. Fahys with a net 72. These cards were turned in: J. K. Munro, 101, 25. —76; A. G. Dickinson, Jr., 113, 36—77; F. N. Doubleday, 86, 7—79. The winners in the July handicap were as follows:

The gualifying rounds for the August the province of the province of the province of the course by two strokes with a 75. The winners in the July handicap were as follows:

The qualifying rounds for the August course by William C. Freeman, 1 up.

MONTCLAIR, Aug. 7.—The final in the July handicap in the July handicap with the puly tournament was played off this afternoon on the Montclair Golf Club links between S. H. Tockett and C. J. Turner, the latter winning 4 up 2 to play. An eighteen tween S. H. Tockett and G. J. Turner, the latter winning 4 up 2 to play. An eighteen tween S. H. Tockett and G. J. Turner, the latter winning 4 up 2 to play. An eighteen tween S. H. Tockett and G. J. Turner, the latter winning 4 up 2 to play. An eighteen tween S. H. Tockett and G. J. Turner, the July handicap in classes A and B. Were 18. The surface of the Montclair Golf Club links between S. H. Tockett and G. J. Turner, the July handicap in classes A and B. Were 18. The surface of the July handicap in classes A and B. Were 18. The July handicap in classes A and B. Were 18. The July handicap in classes A and B. Were 18. The July handicap in classes A and B. Were 18. The July handicap in classes A and B. Were 18. The July handicap in classes A a

cards were turned in: J. K. Munro, 101, 25, -76; A. G. Dickinson, Jr., 113, 36-77; F. N. Doubleday, 86, 7-79. The winners in the July handicap were as follows:

First Division-Howard Maxwell beat H. L. Pratt, 2 up, 1 to 26.

Second Division-M. C. Beecher beat A. E. Jones, J. C. L. E. Jones, J. M. L. Conwell, 71; T. W. Maley, 77; H. Combell, J. T. W. Maley, 77; H. Casa A.-C. J. Turner, 71; S. H. Lockett, 78; S. C. M. M. C. Turner, 71; S. H. Lockett, 78; S. C. J. Turner, 71; S. H. Lockett, 78; S. C. J. Turner, 71; S. H. Lockett, 78; S. C. J. Turner, 71; S. H. Hockett, 78; S. C. J. Turner, 71; S. H. Hockett, 78; S. C. J. Turner, 71; S. H. Hockett, 78; S. C. J. Turner, 71; S. H. Hockett, 78; S. C. J. Turner, 71; S. H. Hockett, 78; S. C. J. Turner, 71; S. H. Hockett, 78; S. C. J. Turner, 71; S. H. Hockett, 78; S. C. J. M. Hockett, 78; S. J. S. Dilingham, 71; J. Z. W. B. Ferriey, 81; S. Dilingham, 71; J. Z. W. B. Ferriey, 81; S. Dilingham, 71; J. Z. W. R. Hockettin, 82; J. M. Hockettin, 82; J. M. Hockettin, 83; J. M. Hockettin, 84; J.

There was the qualifying round in the August tournament at the Wykagyi Country Cub yesterday as well as the final round for the McHie cup. In this T. V. Bermingham beat C. W. Insies by Sup and a to play. The scores in the class events follow:

Class A—J. D. Calhoun. Si. 7—74; W. J. Faith. 88, 14—74; T. V. Bermingham. 79, 2—77; W. F. Stevenson. 90, 10—80; V. R. Deinoce. 90, 10—80 J. H. Bell. 91, 8—81; A. G. Ritchie. 97, 14—82; Young Con. 98, 10—85.

Class B—L. Lindenmyer. 98, 18—80; P. J. Rocker. 98, 16—80; Albert Taylor. 98, 18—80; George E. Piersoà. 90, 18—81; John Hobbs. 101, 20—81; C. W. Harman. Jr., 97, 18—62; F. D. Lincoin, 101, 18—63; F. P. Smith, 100, 16—64.

Class C—A. B. Campbell, 108, 25—78; W. W. Ricker. 108, 24—81; J. C. Widmer, 108, 22—94; W. H. O'Brien, 107, 22—85; W. L. O'Brion, 110, 23—87; E. K. Butler, 113, 28—85; Ralph. Lane. 114, 25—89; J. J. Clargen, 110, 21—68.

Were:

W. Sparks, 77, 12-65; W. J. Leslie, 91, 21-70;
P. H. Cockefair, 88, 16-72; T. G. Williams, 88, 16-72; A. H. Springmyer, 88, 16-72; H. M. Conver, 84, 12-72; H. S. Blossom, 69, 16-73; P. H. Vandike, 92, 19-73; J. E. King, 88, 11-73; P. H. Vandike, 92, 19-73; J. E. King, 88, 11-73; P. H. Vandike, 92, 19-73; J. E. King, 88, 11-73; P. H. Vandike, 87, 12-75; R. M. Bush, 91, 13-75; R. Van Newkirk, 67, 12-75; R. M. Bush, 91, 13-75; R. Van Noble, 90, 13-76; R. F. Alnsiey, 98, 17-78; H. M. Dunham, 101, 23-78; W. B. Wood, 99, 21-78; A. F. Armagnac, 92, 14-78; A. J. Clark, 96, 17-78; G. B. Crystal, 103, 24-79; A. D. Brownie, 190, 20-90; J. Sime, 93, 13-60; J. J. Ernshaw, 84, 4-80; F. R. Jandine, 96, 15-61; H. G. J. Mackie, 95, 13-82. Tuxedo Pare, N. Y., Aug. 7.—Harry Vinali, professional to the Tuxedo Golf Club, again lowered the course record for eighteen holes to-day, with a score of 69. This beats his record yesterday of 70. Charles E. Rusemore of the Woodbury Links was his opponent.

Plainfield, N. J., Aug. 7.—These scores were returned to-day at the Park Golf Club for the president's and golf club cups:
Samuel Townsend, 97, 20—77; R. B. Titsworth 191, 24—77; W. R. Faber, 93, 14—79; C. B. Morse 191, 24—71; W. R. Faber, 93, 14—79; C. B. Morse 191, 24—71; W. R. Faber, 93, 14—79; C. B. Morse 191, 24—71; W. R. Faber, 93, 14—79; C. B. Morse 191, 24—71; W. R. Faber, 93, 24—71;

the monthly handicap at the Richmond may Country Club yesterday members peted in two classes for cups presented A. P. Kelley. According to the condisc the four with the lowest net totals as het four with the lowest net totals as the four with the lowest net totals as the four with the lowest net totals as the forgurth place which will be under handicap to be settled later. The draw for the play, which will be under handicap the feature of to-day's automobile races at Fort Erie. Oldfield used his new German racer Benz, while Christie drove his 200 her of tie; W. A. Hamilton (8) vs. Ralph her of tie; W. A.

Oldfield, first; Christie, second. Time, a minutes \$4 seconds.

Ten Mile Open—Louis Chevrolet, first; Ed Jeho, second. Time, 11 minutes \$5 seconds.

Five Mile Handicap—Won by Chevrolet, 45 seconds; Jeho, 1 minute, second; Oldfield, scratch, third. Time, 5 minutes 45 seconds.

Canadian Championship, 100 Miles—Won by Chevrolet. Time, 1 hourst minutes \$21.5 seconds.

Lorimer did not finish.

75. The scores in the reaction of the reaction

WARNING SIGNS PUT UP ON STATEN ISLAND.

Automobile Club of America Erects Cantion Boards Near Ferry Landings at St. George and Tottenville-More Entries Made for Lowell Events.

The Automobile Club of America has re-The Automobile Club of America has re-cently erected two big warning signs near the ferry landings on Staten Island cau-tioning automobilists not to exceed the speed limits. A number of members of the organization had reported to the club that the bicycle and motorcycle policemen stationed on Staten Island were very strict in their enforcement of the mesor webicle in their enforcement of the motor vehicle law and were arresting practically every driver whose car exceeded the limit by even a small margin.

The club officials ordered that warning

The club officials ordered that warning signs be erected near the ferry landings at St. George and at Tottenville. The signs are 3½ feet wide and 2½ feet high and caution drivers not to operate their cars faster than the speed limits, which are ten miles an hour in the towns and fifteen miles an hour outside of the towns. The signs were put up under the direction of the club's burgau of towns after parmission. signs were put up under the direction of the club's bureau of tours after permission to erect them had been obtained from the city bureau of highways. The signs were put up where drivers would be sure to see them as they drove their cars off the ferry-boats at the two landings.

More high class entries made last week More high class entries made last week for the Lowell racing carnival during the week of September 6 to 11 indicate the interest being taken in the events by the manufacturers and importers of both light and heavy motor cars. That the nationa stock chases competition will surpass any automobile contest ever held in New England there is no longer any doubt. One of the recent aspirants for laurels in the light car sweepstakes is the Rainier car which finished in second place in the recent twenty-four hour race at the Brighton Beach Motordrome. Louis A. Disbrow, who drove the car at Brighton, will be at the wheel of the same car on September 6. A new foreigner to enter the sweepstakes A new foreigner to enter the sweepstakes will be a 24 horse-power Benz, and if David Bruce-Brown returns from his extended European trip in time he will be the pilot.

European trip in time he will be the pilot. This, however, is doubtful.

Word has been received that Mrs. Joan Newton Cuneo is desirous of entering her Knox "Giant" with which she won a number of races on the New Orleans track last winter. Louis A. Disbrow will be the pilot of this car, provided he is in condition after the light car race. Mrs. Cuneo of course is not eligible as a divisor according to the car. eligible as a driver, according to A. A. A. rules, which bar women from contests, much to her displeasure.

That Lowell intends to make a general

That Lowell intends to make a general week of holiday during the racing carnival is evidenced in the plans of the local commercial interests to close down all the mills and factories as well as smaller places of business in order that the entire population may turn out and participate in the celebration. At a meeting of the Trades and Labor Council a few days ago the question of holding the annual Labor Day parade was brought up and it was soon voted against, for it is obvious that Lowell's workingmen and women will teke considerably more interest in a big speed battle than in a procession of tollers. It was proposed to hold a parade early in the morning so that all might witness the automobile races, but the idea was abandoned.

The novel plan for selling tickets for the races promises to work out most successfully. No less than 20,000 tickets have been turned over to a number of young women of the city, who will do their utmost to dispose of them. The ten young women of the city, who will do their utmost to dispose of the greatest number of tickets will be rewarded by a trip to Niagara Falis and return, with all expenses paid. Nearly twenty-five Lowell girls are now in the contest.

Entrants in the contest are making ar-

when the content of t

Buppalo, Aug. 7.—Barney Oldfield defeated Waiter Christie in a three mile races at Fort Eric. Oldfield used his new German racer Benz, while Christie frow his 200 horse-power record breaker. Christie frequently passed Oldfield on the striaghtaways, but Barney negociated the turns in a manner to overcome this advantage and gained something besides.

Christie in a mile exhibition lowered the track record of 54 3-5 to 54 seconds. Chevrolet in similar is seconds. In the intervenies are sufficiently as a similar to great in minutes 22 seconds. In this race, a 100 mile 22 seconds. In this race, a 100 mile vent, F. S. Lorimer, Chevrolet's competitor came to grief. The accident cocurred in the ninety-sixth mile. A dense cloud of dust enveloped the course and the accident was not discovered until some seconds after the Frenchman, who had been leading by a Barrow margin, flashed past the stand alone. Lorimer was found under the wreck of his machine near the three-quarter pole. He was badly cut and bruised but no bones were broken.

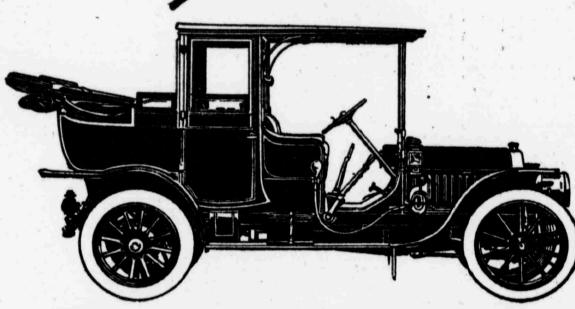
The situation at present in regard to hiring chauffeurs for the taxicab business at quite a contrast to conditions as they were six or eight months ago. Then the taxicab companies had hundreds of applications from reliable chauffeurs who were to manner to prosperity all competent chauffeurs who were six months ago or by those who drove their own cars. It is conversity to make the summaries and the record of \$4.35 to \$4.55 to \$4.

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conds.

We are the commanding the Department of California. He will travel in a four commander of the Department of California. He will travel in a four cylinder Mitchell car driven by Frank X. Zirbes, who has driven in a number of menty will follow much the same route used by the

Teerless

AUTOMOBILES.



Peerless Prestige isn't an accident, Peerless perfection didn't just happen. They are the result of a studied system of mechanical betterment, a constant striving to attain the uttermost in motor-car construction—to eliminate all hazards for the purchaser, and produce the car that must be acknowledged as the one car pre-eminent. -

You are invited to visit our salesrooms

Peerless Motor Car Company of New York, 220-224 W. 41st St.

Thomas and the other contestants in the New York to [Paris endueance contest two

Fourteen formal entries had been made on Thursday for the Munsey tour from Washington to Boston and return, on September 21 to 29. The pathfinding Chalmers-Detroit driven by Karl Schnoor is now in Boston, after having started from Washington on July 30. The crew of the pathfinding car were received by the Mayors of most of the cities through which they travelled, and a number of them had a ride in the car, which is the same machine that William Knipper drove on the scouting trip a couple of months ago for the Denver to Maxico city tour next fall. The cars that have been entered include the following: Chalmers-Detroit, Ford, Oldsmobile, Hudson, Mitchell, Stevens-Duryea, Premier, Maxwell and Pullman.

year round business at last—at least with us," says Flaeders,

A feature of the Glidden tour which was watched with special interest, was that the White steamer used kerosene or coal oil as fuel instead of gasoiene. The new fuel worked splendidly throughout the 2,800 mile journey and all claims in its behalf were fully proved. First of all, as regards cleapness, the White driver secured kerosene all along the route from six to ten cents cheaper per gallon than was paid for gasoiene. Secondly, the new fuel was handled without precautions and it was not unusual to see kerosene being poured into the fuel tank while the crew of the car and an interested crowd stood by with lighted cigars and lighted cigarettes. At the finish of the four the White was the only car permitted to enter Convention Hall where the technical examination took place, without draining its fuel tank. Thirdly, the new fuel proved to be absolutely without smoke or smell. Fourtbly, kerosene could be purchased at whatever part of the route was most convenient and not once during the trip through the ten States of the middle West was there found a grocery store where kerosene was not readily and cheaply obtained.

The amount of fuel used on the trip showed that kerosene is at least 15 per cent. more efficient as gallon for gallon than gasoiene. The car in other respects made a most creditable showing, and there was the usual rivalry among the observers to be assigned to the White so that they could ride with the maximum of comfort. The only adjustments or repairs charged against the car during the long trip were tightening a lubricar during the long trip were tightening a

John G. Dale, sales agent of the Simplex Automobils Company, reports that during the performance of the winning Simplex in the Brighton Beach twenty-four hour race no adjustmenta were made on the car at any time. The only stops that Robertson and Poole were obliged to make while the race was in progress were for tires, gasolene and oil. Spectators who witnessed the race will recall that the Simplex was in the paddock but a very few minutes during the entire contest. The Simplex proved that its performance at the same track last October, when it broke the twenty-four hour record by covering 1,177 miles, was not an accident.

covering 1,177 miles, was not an accident.

Wyckoff, Church & Partridge announce that the stereotyped "season" method of referring to motor cars as "1009," "1910," etc., has been swept away by the F. B. Stearns Company. In place of the "season" model Stearns cars hereafter will be known simply as the new cars, or new series. In expinantion of this departure from the oid style Roy F. York, vice-president of the Stearns company, says:

"We have long passed the experimental stage and there is no necessity for us to call our models by season names. A Stearns manufactured for the selling season of 1910 is as much a 'new model' in 1911 as at present. We are making few changes—so few that it is difficult to teil the year in which our product is manufactured. As a result we simply call our cars the new series and let it go at that."

and let it go at that.

Six branches have been added to the list of the Franklin Automobile Company, which is a selling company for the H. H. Franklin Manufacturing Company and which already had three branches—is New York, Chicago and Boston. The half dosen new once are in San Francisco, Pittsburg, Buffalo, Rochester, Albany and Syracuse, in the last of which cities the Franklin automobiles are made.

T. B. Lappard has been appointed assistant.

Matheson

REBUILT CAR BARGAINS

Demonstrations by Appointment

Touring Car, Quinby Body, 50 H. P., 4-cyl., \$3,250-Original cost was \$5,650.)

Demi-Limousine, Quinby Body, 50 H. P., 4-cyl, \$3,500. (Original cost was \$6,500.) Touring Car, Moore Munger, 35 H. P., 4-cyl., \$2,250.

(Original cost was \$4,650) Touring Car, Springfield Body, 60 H. P., 4-cyl., \$4,000. (Original cost was \$7,500.)

The above cars are fully equipped with tops, slip covers, lamps, gas tanks, tire carriers, baggage racks, foot rails, coat rails, spare parts, etc., and have in every way the appearance and mechanical excellence of brand new cars. They are almost duplicates of our 1910 model.

Matheson cars never get in a really second-hand condition. For the past three years the average repair expense per each Matheson car per 12,840 miles traveled has been only \$36.41. This means mechanical superiority and quality, quality, quality. After we rebuild a Matheson Car we guarantee it exactly the same as a new car. You may buy a used Matheson rebuilt by us with confidence that it will give you the same term of perfect service as a new car. We do not know of any other car of which this can be said.

Also Immediate Delivery of NEW 1910 4-CYLINDER MATHESONS.

MATHESON AUTOMOBILE CO. Salesroom, Garage and Repair Departments, 1886-1888 Broadway, New York City



ALL CARS SOLD BY A A E LE SELDEN PATENT AND GUARANTEED . OR ONE YEAR

Immediate Delivery The Palmer-Singer Six-Sixty is recognized as the ideal car for motor sportsmen. Its remarkable performance at the Brighton Beach 24 hour race was the feature of the contest.

6 Cyl.-60 H. P. Sixty-five miles an Hour Guaranteed

0

PALMER & SINGER MFG. CO. 1620-22-24 Broadway, New York

general manager of the Franklin Automobile Company. Mr. Lippard has for the last two years been eo nected with the executive office of the manufacturing company. The managers of the three Franklin branches heretofore main-tained are retained for 1910 as follows: New York, W. S. Jewell; Boston, A. B. Henley; Chicago, F. L. Thomas. William Randolph Hearst, who has been abroad since May, has cabled his New York office from Italy to ship his Matheson car to him at once. This will make the third trip abroad for this same Matheson, which Mr. Hearst purchased in the spring of 1907. In the summers of 1907 and 1908 Mr. Hearst took his Matheson abroad with him. This last trip, however, was started with another car.

Speculation as to the line to be carried by H. J. Koehler company after September 1 has at last heen set at rest. H. J. Koehler, who has had twelve years experience in the business, has secured a large silce of Eastern territory for the Rider-Lewis and Hupmobile, but he is also to market his own car, the Koehler 40. Advance specifications show it to possess all the features that go to make up a good automobile mechanically, and in the body design something exclusive is promised. Mr. Koehler's orders placed for the Hupmobile and Rider-Lewis cars are the largest ever given a manufacturer by one dealer. These orders, together with his own production, will aggregate 3,000 automobiles. The first shipment of Hupmobiles reached the salesrooms of the Koehler company on Breadway yesterday.

recently made its appearance in this country is very popular and extensively used abroad. This type of body is designed to raise a minimum amount of dust when the car travels at high speed. It was first seen at the dust trials held over a year ago in England. J. M. Quinby & Co. have been experimenting with the torpedo body for some time and are now making one which embodies several improvements on the European type. The new Lozier "Lakewood" model is fitted with the Quinby torpedo body and a number of New York and Philadelphia motorists have ordered these bodies to replace the ones now on their cars. Remarkable wearing qualities marked the showing of Ajax tires in the Glidden tour. Pour of the contestants used Ajax equipment—the two Maxwells and the team of Brush runabouts. The Maxwells were driven from the Tarrytown, N. Y., factory all the way to Detroit, prior to the start of the jour, and then, without a change of tires, started upon the long trip westward. They reached Denver—a distance of 2,700 miles—with Tarrytown air in the tubes. On the trip from Denver to Kansas City each of the care had only one small puncture, the new Ajaz heavy non-akid type casings remaining in excellent condition. The Brush car, driven by Huss, finished the tour with Detroit air in two of its casings, having met with only two punctures after reaching Minnespolis. Trinkie, in the other Brush, had only one small cut in one spoe to bother him is remaining three tires carrying their original inflation throughout. Owing to this showing the manufacturers of the Brush runabout have decided to fit their entire 1910 output with Ajax tires. AUTOMOBILES

LARGEST DEAL-ERS IN NEW & SECOND HAND CARS IN THE

AUTOMOBILES.

MAVE WE BEEN ABLE TO OFFER SO MANY BIG BARGAINS!

THIS BEING BETWEEN SEASONS YOU ARE BETTER ABLE TO GET THE BEST VALUE OUR STOCK NOW ON HAND HAS ALL BEEN BOUGHT FOR SPOT CASH AND AT EXTREMELY LOW FIGURES

AND MUST BE SOLD WITHIN THE NEXT THIRTY DAYS

BON'T DELAY.

"NO TIME LIKE THE PRESENT."

Following we name a few of the many cars we are offering at this extraordinary Clearance Sale:

ance Sale:

1909 Chalmers "30," 1909 Pope Hartford, 1909 Thomas, 1909 6-cyl. Pullman, 1909 Pope Hartford, 1909 Thomas, 1909 6-cyl. Pullman, 1909 Pope Hartford, 1909 Pope Pope Hartford, 1

Times Sq. Auto Co. N. Y., 215-217 W. 48TH ST., Just West CHICAGO

1332-1334
Michigan Av.

| ST. LOUIS | KANSAS GITY | 170]-1703 | Main St. | Main St. | 170]-1703 | Main St

AUTO SALE "800D CARS

AT NEW YORK'S PIONEER HOUSE.

Not the usual kind, but "QUALITY" at low price.

COMPLETE FACTORY on premises.

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